

Application No. 10/628,368
Reply to the Office action of 07/14/2005

Amendments to the Drawings:

The attached drawing sheet includes new Fig. 6. This sheet, which includes only new Fig. 6, is to be added following the original sheet including Fig. 4-5.

Attachment: New Sheet

Application No. 10/628,368
Reply to the Office action of 07/14/2005

REMARKS/ARGUMENTS

Claim Rejections – 35 U.S.C. § 102 & § 103

Claims 1-6, 8-20, 22, 24 and 25 were rejected under 35 U.S.C. 102(b) as being anticipated by US Patent 2,435,990 to Weiler.

Claims 7 and 21 were rejected under 35 U.S.C. § 103(a) as being obvious in view of Weiler.

Weiler discloses grill 36 which extends across the air inlet area of the engine and is formed by parallel sets of tubes 38 and 39 which extend rectilinearly through the air inlet and perpendicularly to the air inlet flow direction. The grill 36 includes an inlet header 56, for receiving the heated oil, that supplies heated oil to one end of each of the two groups of tubes 38 and 39. Therefore, "substantially half of the heated oil will flow in parallel paths vertically, and the remainder will flow in parallel paths horizontally". (col. 5, lines 3-5) The heated oil is cooled as it passes linearly through the grill 36, and is then discharged into and collected by an outlet header 57. Therefore, the inlet and outlet headers 56 and 57 merely feed and collect the oil into and out of the rectilinear tubes 38 and 39, passing through the engine air inlet, within which heat exchange between the hot oil and the engine inlet air occurs.

Thus, although Weiler discloses discrete headers 56 and 57, respectively having the inlet 53 and outlet 60, the fluid flow between the inlet and the outlet is collected in the header but constrained to flow in a rectilinear flowpath from the inlet 53 in inlet header 56 to the outlet 60 in outlet header 57 through the tubes 38,39 of the grill 36. These straight tubes 38,39 cross completely through the air inlet of the engine defined within the inlet lip of the engine.

The Examiner will appreciate that Weiler is (a) is directed to a different problem than the present invention, and (b) is an impractical design because it introduces unacceptable flow losses and turbulence to the gas turbine system. Not surprisingly, the technology of Weiler was never adopted by the gas turbine industry.

Independent claims 1, 13 and 25 as presently submitted have amended.

The Applicant believes that the claims 1, 13 and 25 are novel over Weiler and neither taught nor suggested by Weiler. Reconsideration of their rejection is respectfully requested.

Application No. 10/628,368
Reply to the Office action of 07/14/2005

Dependent Claims 2 and 11 have been amended for reasons unrelated to any objections raised by the Examiner.

New Fig. 6 has been added to ensure that the drawings depict the subject matter of claims 11 and 23. Paragraph [0027] of the specification has also been amended in view of the addition of new Fig. 6. Support for this subject matter exists in the application as originally filed, for example at least in claim 23 as originally filed. Therefore, no new matter has been added.

Applicant respectfully requests that a timely Notice of Allowance be issued in this case.

Respectfully,

November 10, 2005
Date



T. James Reid, Reg. No. 56,498
Customer No.: 032292

OGILVY RENAULT LLP
1981 McGill College, Suite 1600
Montreal, Quebec, Canada H3A 2Y3
Tel.: (514) 847-4311

CERTIFICATE OF FACSIMILE TRANSMISSION

I hereby certify that this paper is being facsimile transmitted to the
United States Patent and Trademark Office on the date shown below.

T. James Reid, Reg. No. 56,498
Name of person signing certification


Signature

November 10, 2005
Date